the magazine of PACIFIC FISHERIES

TUNA fisherman

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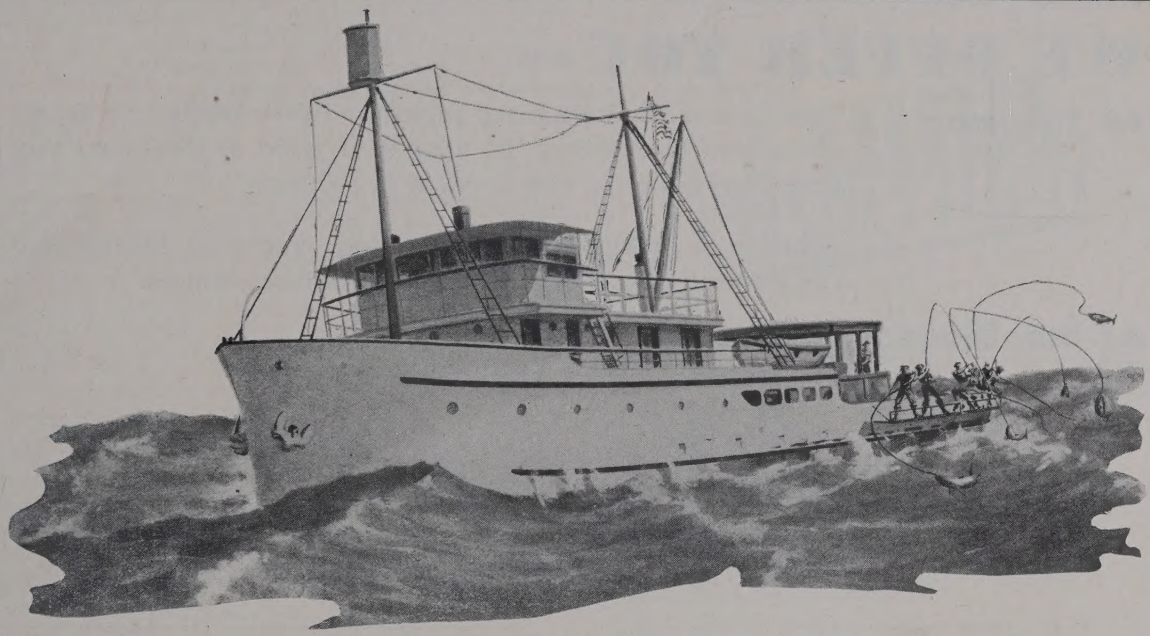

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"LET GEORGE DO IT!" That's a popular saying . . . and a popular theory. During 1935 a referendum was passed by majority vote at the polls which exempted freight carriers from personal property tax and which provided that no payments of that tax would be due from other carriers such as passenger type. However, the fishing boat was not included in the long list of those vessels on the exemption list.

Then, as now, there were many "leaders" in the industry whose sole occupation seemed to be pressing the lead in the seat of their pants against the mahogany finish of a swivel chair. Today these same leaders, and their successors, are ready to do battle on the tax problem. Why it took them some 13 years to gather the necessary energy, and the reason for waiting for a ship owner to be drawn into a court battle, is not told by the "leaders."

A few weeks ago the Sardine Conservation Referendum Measure was hailed as a failure, since it was positive—the "leaders" said—the initiative would never have the required number of signers on its petition. The industry will be very fortunate if it can defeat the referendum for a quarter of a million dollars.

It is high time the industry stopped the practice of taking many of its "leaders" by the hand AND WALKING IN THE FOREGROUND while the self-styled "leaders" follow lamb-like behind the flock.

TUNAMAG is taking, what it believes to be, constructive steps to DO SOMETHING about the tax problem. Taxation without representation, which is so pronounced in San Diego County, is never justifiable. The rate on fishing vessels is far too excessive. The tax structure is unfair. There are no dollar benefits for the profit-taking levy. Watch for, and listen to, TUNAMAG CALLING . . . on your radio. Let's take the battle up and do something!

LET'S MAKE IT CLEAR . . . says the staff of TUNAMAG—

1.—Our policy is, and shall ever be, both fearless and vigorous.

2.—We will work diligently for the advancement of the fishing industry—and it's allied components.

3.—We will strike—fearlessly—at any thing, and all things, that may prove detrimental to these great industries.

4.—We will expose Federal, State and International legislation that may prove discriminatory for a special privilege group.

5.—We will work continuously and conscientiously for the harmonious and cooperative relations between all factors and/or factions.

6.—We will seek a just solution in all disputes.

7.—Each day we will attempt to advance the industry every way practicable.

We will fight the tax problem for the SHERRY ANN—and ALL FISHING CRAFT because it is the industry's fight and, therefore, our fight AS A MATTER OF DEFINITE EDITORIAL POLICY. We will fight for the industry's position in relation to the Sardine Conservation Referendum because it is a fight for the industry's spokesmen and, therefore, our fight AS A MATTER OF DEFINITE EDITORIAL POLICY.

Recently we planned the publicity for a christening of a Tuna Clipper. It is an exceptional Clipper. It is a beautiful Clipper. It is an unusual Clipper. We are proud to have been associated so closely with her. BUT—our entire operations, the nation-wide publicity and the public acquaintance with Commercial Fishing were planned to benefit not only a great vessel together with a splendid yard job and a magnificent crew . . . but to be an educational benefit, to the public, of the industry in its entirety. It was intended to be beneficial to all the industry, through the medium of public relations.

A thousand things . . . in a million ways enter into the fishery and its product marketing. Through the medium of a free and unbiased press we will champion and defend with utmost vigor our industry . . . AS A MATTER OF DEFINITE EDITORIAL POLICY.

THE COVER. Staff cameraman for TUNAMAG clicked his shutter for a cover shot of Mrs. Ida Celoz at the Monterey plant of Hovden Food Products Corporation. Just to be sure—since you wouldn't believe it from seeing Mrs. Veloz or her photo—we quote from Mr. K. Hovden's letter . . . "Mrs. Veloz has been in our employ since July 13, 1937. She has been married for eleven years and has wo children, a boy ten years old and a girl seven years old . . ." The advertisements, which have been appearing nationally, concerning models who are mothers only acknowledge the rarity of the photogenic beauty of Mrs. Veloz. Mr. Veloz is employed by a material and supply company and is of Spanish descent. Mrs. Veloz is of Portuguese descent.

the magazine of PACIFIC FISHERIES

TUNA fisherman

A Journal, Published Monthly at San Diego, California, Serving the West Coast Fishing Industry

Volume 2 JULY, 1948 Number 2

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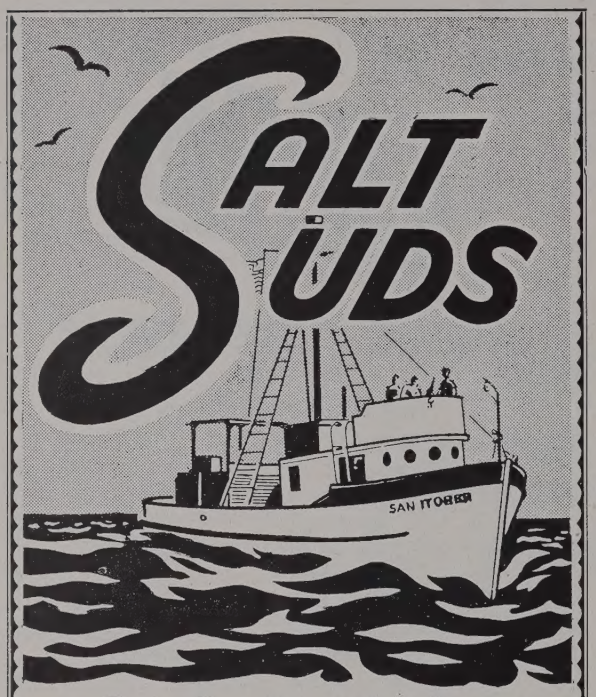

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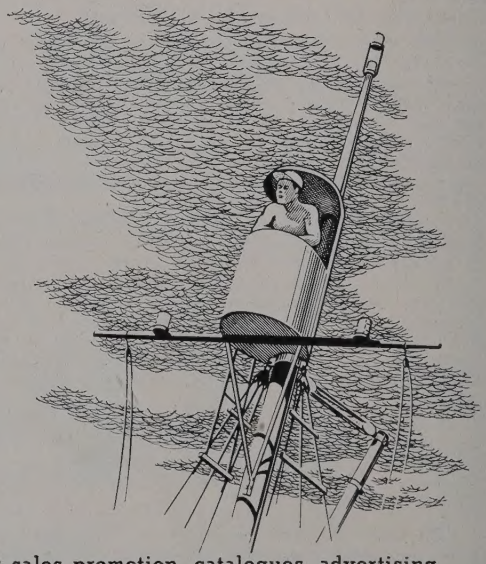

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the magazine
TUNA fisherman

the— INDUSTRY —*as we see it*

A STAFF REPORT

SARDINE REFERENDUM PASSES.
By mid-June the industry was expressing opinion that the initiative to ban net fishermen would not get the required 20,000 plus names to qualify for the November ballot. Back in May Executive Secretary Virg Nover of the Southern Council of Conservation clubs in Los Angeles was telling his Salt Water Committee and Board of Directors: 'Most clubs were appalled at the lack of support which so far has been given the measure by Southern California counties.' Organization and proper publicity, however, gained the clubs their objective. The industry was again 'too late—with too little.'

THE APPROVED LIST OF ITEMS TO BE PURCHASED BY ECA will be available during the month of July. The list is held up at this time for final reports from Europe. A LOAN TO AUSTRIA is expected from ECA to enable them to purchase coal. If the set-up is okay future loans will be made on other items. Check your August copy of TUNAMAG for lists and details.

THE AVERAGE WHOLESALE COMMODITIES PRICES are expected to climb some 5c on the dollar during the balance of '48. The inflationary trend seems to continue—in moderation—in all fields. The housewife dollar will take a further slump so public relations and sales promotion work for fishery products are definitely in order.

OUR EUROPEAN CONTACTS SAY a possible world food shortage will place a potent weapon in the hands of the Communists unless the soft underbelly of Europe isn't stiffened with large shipments of high-protein foodstuffs. Experts place world population gains by 1951 at 200 million. Food output is not keeping pace with the stork.

DURING 1947 NORWAY'S PRODUCTION of fish amounted to some $59,000,000 which came from a catch in excess of two billion pounds.

THE INDUSTRY WILL BE WATCHING for an announcement concerning selection of personnel to head the Farrington program. Available funds are pretty well jelled and plans by the Fish and Wildlife Service are laid concerning staff, equipment and the set-up required for operation. Mr. Albert M. Day, Director of the Service, scheduled attendance at the International Fisheries Commissions in Ottawa, Canada, which began June 21. Mr. M. C. James, Assistant Director, made plans for his attendance although he was deeply tied up in the Northwest Atlantic Treaty at St. Johns, Newfoundland. The fish and wildlife branch of the State Department reported signature of the State Department Appropriation bill put $25,000 into the kitty for the Northwest Atlantic Treaty instead of $30,000 proposed in the Senate.

CREATION OF THE GULF STATES MARINE FISHERIES COMMISSION would be made by H.R. 4365 which gives Congressional okay to an interstate compact relating to the fisheries of the Gulf. June 16, the House passed over the bill at the request of Representative O'Hara.

WITHIN 30 DAYS THE PRESIDENT IS REQUIRED to transmit, to Congress, a copy of the agreement and a message identifying any article relating to incidents and provisions wherein the Tariff Commission's findings have not been followed. Both Houses gave an afirmative nod to an amended H. R. 6556 (which is the Trade Agreements Extension Act). As passed, and sent to Truman, it extend Presidential powers to enter into trade agreements until the last day of June in '49. According to the bill the President is required to furnish a list of articles on which existing tariffs are to be renegotiated. This allows the Tariff Commission 120 days to report back to the White House limits which must be held to protect home producers of articles or like-articles.

THE LAST OF F & W SERVICE ALASKA DIVISION PATROL VESSELS pulled the hook and cleared Seattle for assignment to Alaskan stations. Ketchikan area gets the PELICAN and Junea is base for the BRANT. Stream guards are out in the Alaskan scene. In previous years they were retained on a temporary basis. Now on duty are four regular wildlife agents from the states. More satisfaction regarding law enforcement procedures is the goal.

N. F. I. SAYS IF YOU WANT EXACT NAMES IN EACH OF THE STATES as determined in a recent survey of the states by N. F. I's Barbara George whose canvas reveals which ones have independent Fish and Games Departments write to them in Washington. Survey discloses that 71 percent of the states have independent units while 29 percent are under the authority of some other department. The score, they say, is 34 for the independents to 14 for subdivisions.

EUREKA'S NEW $200,000 COMMERCIAL FISHING BOAT HARBOR is said to provide all the latest improvements. Humbolt Bay is the locale for Theo. Weissich Fish Co.; Hallmark Fisheries; Tom Lazio Fish Co.; Joe Balestrieri Fish Co.; Norcal Packing Co.; A. Paladini, Inc.; Consolidated Fisheries. Dedication of the new small boat basin, June 23, was quite an affair which fell close to press date for TUNAMAG leaving details for later reporting.

BOOKMAKING FOR BETS ON THE SHERRY ANN TAX CASE AT SAN DIEGO gives the odds to the owners. If the case breaks the way things indicate it will give a break to the fleet.

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Report from Washington

by I.M.P.A. INTERNATIONAL MARINE PRESS ASSOCIATION

SEINE BOATS OKAYED TO OPERATE IN GALAPAGOS

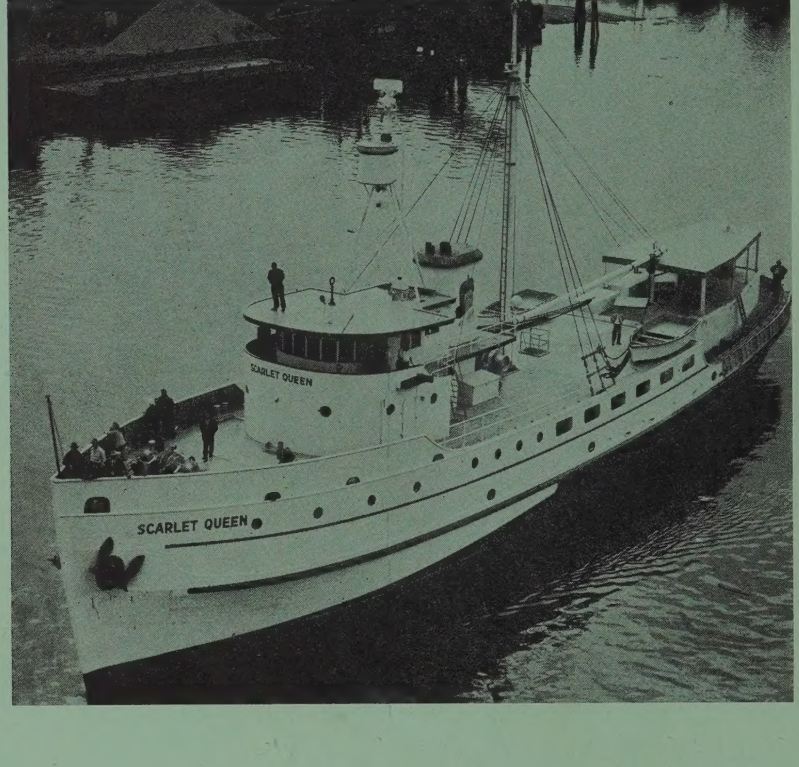
I.M.P.A. to TUNAMAG: 'OUR SOURCES REPORT THAT THE PRESIDENT OF EQUADOR HAS SIGNED A DECREE WHICH VOIDS RESTRICTIONS FOR OPERATIONS OF SEINE BOATS IN EQUADORIAN WATERS. COMPLETE REPORT ON THE DECREE WHICH WAS SIGNED JULY TWO FORTHCOMING. SUGGEST YOU CHECK LOCAL SOURCES FOR RECEIPT OF DECREE COPY.'

The above report, which lent authority to rumors on the press wires which have been lately circulated, has been checked locallly by the magazine TUNA FISHERMAN. Mr. George Webb's office at the Fisherman's Cooperative Association at San Pedro informed staff personnel that the office has received a copy of the decree which is being translated as this copy goes to press.

Signed by Julio Arosemena, President of Equador, the decree in actuality revokes an earlier ban on seine boats operating in Equadorian waters. This, of course, gives the green light to the seine boats.

NOW IS THE TIME for bait boat operators and for seine boat operators to use wise and discreet methods. Friction will aid no one. The airing of dirty linen in foreign waters and ports can do but a single thing--and that is to endanger the entire industry and bring discredit to us. The industry is being recognized, at this time, in Washington. It is finding ever increasing markets as its public relations improve. A larger part of the housewife's dollar is returning to the fishery month by month. There is profit--and room for all. However, round table discussion will aid but little if the spirit is lacking.

AN INDUSTRY WHICH IS NOW MATURE needs careful planning in its operations. As announced on the editorial page of this issue, TUNAMAG is instituting a weekly radio program, at its own expense, which is for the purpose of educating the public along lines beneficial to the fisheries. This radio time is, and will be, available to the industry at all times. A few discussions by opposing factions will bring out many points which should be beneficial to all.



THE WORLD'S LARGEST TUNA CLIPPER -- 'SCARLET QUEEN'

The 165 foot 5 inch former deep sea navy tug recently converted by Arne Strom and Haldor Dahl of the Tacoma Boatbuilding Co., of Tacoma, Washington, and the Harbor Boat and Yacht Co., of San Diego, became the glamour boat of the fleet at christening ceremonies held July 3rd at San Diego's colorful embarcadero.

The magnificent vessel, truly queen of the fleet, will drive through the waters of the Pacific powered by 1,800 h.p. main engine in quest of more than 600 short tons of fish to fill her to capacity. Equipped with an airplane, radar, gyroscopic steering and all the latest in scientific gear The SCARLET QUEEN will have almost every fishing aid.

Skipper Tony Dutra, Chief Engineer Walt Burruss and all the crew will have comforts known to few fishermen in the fleet. A kitchen, complete even to a malted milk mixer, is resplendent with cooking equipment.

TUNAMAG'S staff are now sorting through the hundreds of photographs taken at the christening, and before and after July 3, and double checking facts and figures for a very special section covering the event which will appear in the August issue.

Who's Got the Dollars?

Tuna Assn. Queries Director Bate

"We're not going to forget you - -
We're not going to lie to you - - -
We're not going to push you around!"

By A. C. READING

"The last personal property tax assessment against commercial fishing vessels, over 50 tons, amounted to $416,811.00. Of this the San Diego Harbor Department received—not one penny!" Eddie Madruga, George Soares, Mathew Monise, M. O. Medina, Frank Perry, George A. Wallace and Louis DeFalco were getting straight from the shoulder information from San Diego's new hard-hitting Port Director, John Bate.

A committee, comprised of members of the American Tunaboat Association, and its General Manager, George A. Wallace, were meeting with the new Port Director, John Bate, to determine the path of the tax dollar and hear plans for San Diego harbor's future. It is apparent, on the waterfront, that there has been dissention and dissatisfaction concerning the facilities vs. dollars paid by boat owners.

Paying just short of half-million dollars for which is received little or no return in dockage terms isn't the most satisfying method of getting rid of hard earned fishing dollars. The committee looked inquiringly at Port Director Bate.

"Gentlemen," said Bate, "We hope—within thirty days—to reveal plans to 'play ball' with the tuna fleet." This meant definite planning, for it came from the new Port Director who had refused to go 'out on a limb' with plans. It was the man who had stressed—carefully and dramatically—that he was going to be decidedly careful with the spending money. It was the man who had told the group they might be asked for a small fee for anchorage. It came from the man who had pointed out that the harbor department existed on its own revenues which, even then, other departments were attempting to chisel into.

AS SHOWN ABOVE *those present (left to right—seated) were: Frank Perry, John Bate, Louis DeFalco, George A. Wallace, M. O. Medina and (left to right—standing) Mathew Monise, TUNAMAG Editor Reading, Eddie Madruga and George Soares. Shortly after Staff Photog John de Beck left to cover his next assignment Assistant Traffic Manager N. C. Ryan, right hand man to John Bate, joined the group.*

Bate eyed the group. "We're not going to forget you . . . We're not going to lie to you . . . We're not going to push you around!" He looked as though he meant it. The group looked as though they thought he meant it.

A pier from the Coast Guard station to the Civic Center was being investigated. Numerous plans had been formulated—now and in the past—but construction costs, of course, made budgetary control a serious problem. First among the moves intended to give some measure of relief to the fleet will probably include anchorage, with suitable time limit, for fishing vessels and the early solution of the lumber unloading problems at the embarcadero.

The future of the port was, evidently, being given serious and lengthy consideration by the new director. But, he said, a man must have tools with which to work and money with which to pay the worker. The group were asking clear-cut questions and receiving definite 'cards on the table' replies. He wanted to 'play ball,' Bate said, when and how he could. He wasn't promising that everything was going to be just the way boat owners wanted it. He wasn't promising anything . . . except a square deal.

The $150,000 appropriation, now nonexistant, formerly handed the department each year from the General Fund could be used readily by the port in giving financial backing to some of the plans. Apparently the fleet has a job cut out for the next appropriation period. The old question "dollar, dollar, who's got the dollar?" is going to be asked by boat owners the next time the political boys sharpen up their knives to cut up the tax pie.

Bate's eyes traveled around the group. The port was short on promises and long on plans, he told them. It took money to build facilities and the waterfront was having to pay its own way . . . and then some. He could offer cooperation, intelligent planning and work on the part of the port—and "We're not going to forget you. . . We're not going to lie to you. . . We're not going to push you around!"

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INDUSTRY FEATURE

about - - - **Tom Smith**

Fish Monger President--S. D. Head of the State Fish and Game Division - - - and all 'round good fellow--

By CHARLES M. HATCHER

"Well, Judge, my eyes been troublin' me now for several months. Honest I t'ough dose fish were bigger'n they are. I only brung in several hundred pound of 'em anyway."

"How about it Tom?"

"His eyes aren't what's troubling him, Judge. It's his timing. This is the third time I caught him with the goods."

"Evidence?"

"Right here, sir. Pictures also to show remaining factors. Other data in this book. And furthermore, Judge . . . . "

The above conversation could be used over and over again when alert Tom J. Smith, head of the San Diego office of the State Fish and Game division, Bureau of Marine Fisheries, takes a law violator into court.

KNOW THE RULES

Smith, a fair man and conscientious as they come, knows all the rules, knows the fishermen and tries to strike a square balance in his interpretation of the many regulations which govern both commercial and sport fishing. His knowledge of the fishing laws is extensive; his authority is based on 18½ years of hard work in his career.

A big, husky fellow, Tom can and does do a full day's work in a manner which makes it hard to beieve he can possibly be the 64 years to which he claims. He celebrates his birthday along with the U. S. Navy's observances of Navy Day on October 27 each year. He attributes his good health and verve to the simple factors of refusing to over eat and making sure of a good night's sleep.

As for his work, it's fun to Smith.

"There are generally two groups of offenders," Tom says. "One batch blunders into trouble, while the other fellows work on the principle that the only crime lies in getting caught. They usually do get caught, incidentally."

HEADS "FISH MONGERS"

Enforcement of the State's multitudinous fish and game laws must be done "with discretion," Smith says, and each case must be based on good sleuthing. How well he observes the maxim is attested by the fact he's never lost a case in court.

PORT DIRECTOR BATE AND TOM SMITH ***are caught by a staff photographer as Bate (see page 7 this issue) receives one of the club's famous lunches which are prepared by each of the group, in turn, as a featured ritual.***

Smith is President of the Fish Mongers club, an annual organization which may be the only one exactly of its nature in the country. Members of the Fish Mongers are selected with great care and must meet a great number of qualifications based on connections with the fishing business or avocation. Each member is elected to life tenure, and since there are only thirteen in the group, selection is considered a great honor. To provide against the inevitable, each member has one alternate, who becomes a full member upon death of one of the thirteen.

A feature of the Fish Mongers ritual is the preparation by each of the group, in turn, of the dinners which are served at the monthly meetings. Guests are occasionally invited, but this honor is not lightly bestowed and such visitors are never encouraged to make "sales" talks or espouse "causes," particularly of argumentative trends.

MEETINGS ON FRIDAYS

Meetings of the Fish Mongers are held in rooms of the church building at State and Date streets in San Diego, and Smith, as President, sees to it that proceedings are not too grim a matter, nor yet too hilarious. All of the group are highly congenial and membership is a prized possession.

When Tom Smith began work with the San Diego office, the area had less than 200 registered fishing boats. This was in 1927. There are now more than 700 boats, nigh on to a hundred fifty which are the big tuna clippers on which 17 man crews are no exception.

"It's a great life," Smith says. "I think most of the boys really want to do the right thing and I just help 'em along by checking on the wild men who would spoil it for everybody . . . including themselves!"

Westgate's Wade Ambrose Tells - -

"Why I Like The N.F.I."

By WADE AMBROSE

Successful big business is similar to a fishing net. The strength of its success depends on how well its units hold together. The fishing business has long been both big and successful, but it has lacked unifying strength in its structure. It needed someone to tie up its loose ends. It needed the National Fisheries Institute, Inc.

A non-profit organization, the N. F. I. is an association whose trade members are owner-managers engaged in the production, processing, canning, and distribution of fishery products. It also encourages associate memberships of those indirectly connected with the fishing industry, such as boat builders and net manufacturers. Associate members receive all N. F. I. services and privileges except the right to vote in the organization.

The N. F. I. is a precocious youngster of but three birthdays, organized in 1945 in Delaware. Its three annual conventions, each adding prestige to its years, set the pace of its chief purpose: promoting the welfare of the fisheries industry.

Organized efforts among the producers of other protein foods make it plain common sense for the producers of fishery products to meet that competition with better organized efforts. This is just good business. To accomplish that end, the N. F. I. encourages sound national laws, seeks uniformity of state laws, and promotes fair and equitable international treaties for the protection of domestic industry.

Best interests of the industry are protected by the Institute's constant vigil over bills pending before Congress, where N. F. I. representatives appear before committees in support of certain legislations and in opposition to others, mindful of presenting the industry's viewpoints.

Building the public's good will and encouraging a greater spread of fish products on the housewife's table is one of the most important perpetual aims of the Institute. To accomplish this efficiently it has inaugurated a national publicity and advertising campaign, aided by funds from members and all units of the fishing industry.

N.F.I.'s PRESIDENT ***Carlton Crawford brought the family along on his June 16 visit to San Diego for talks with the industry. Prior to a luncheon TUNAMAG snapped the shutter on W. Wade Ambrose, the eldest Crawford son, Mel Xaiver, Miss Crawford, President Crawford, Mrs. Crawford and the two younger Crawford children with their catch after a cruise aboard the Ambrose yacht. Besides San Diego industry leaders N.F.I.'s Vice President, Ben Shipman, was present at the luncheon.***

Stimulation of interest among its members is a perennial problem with any organization. The N. F. I. accomplishes it by a well coordinated program of public relations, one of whose functions is to counteract bad publicity, and by disseminating information of value to its members through a weekly letter, containing a brief resume of important regulations and specific news advantageous to the industry.

Although still youthful, as national organizations go, the N. F. I. can look over its young shoulder to numerous past accomplishments. Some 8,000,000 school children have been acquainted with seafood products by the Institute's securement of fish and shellfish in the School Lunch Program. Reductions in freight rates, at substantial savings to the industry, have been obtained; the fishing exemption clause in the Fair Labor Standards Act has been maintained; favorable interpretations of State Weights and Measures laws, which otherwise would have worked unnecessary hardships on the industry in weight-marking its products, have been secured; the raising of the ethical standards of the industry to a higher plane has been achieved. Such are a few N. F. I. achievements to which it points with a proud finger.

N. F. I.'s membership embraces all of the important fishing States, the Dis-

(Continued on Page 17)

A Gallant Ship Makes an Industry Battle—

The SHERRY ANN *fights back!*

By J. COLE

"SHERRY ANN bypasses San Diego," read the news columns. But don't you believe, even for a moment, that the SHERRY ANN had rabbit in her spirit. She doesn't run FROM a fight.

Since the tax referendum, voted by the citizens of the State of California, in 1935, it had been customary for owners to grumble about the high personal property tax structure for commercial fishing craft demanded by the various counties in California. The fishing vessel was abused and had been discriminated against by the state and the counties. Worst offender of the group of counties was, and is, San Diego.

Payments just short of half million dollars annually to the county—at an exceedingly high dollar evaluation and rate association — brought to the San Diego Harbor Department — exactly nothing.

Long paid off in promises for hard earned dollars the waterfront buzzed when the SHERRY ANN case hit the court docket. TUNAMAG'S phones added to the buzzing as the calls came in.

WHAT DETERMINES THE TAX RATE?

"My tax rate is higher than the Hull insurance!" was heard more than once. How is the rate determined? Simple, say the officials. A yearly budget is formed for the next annual expenditures. The total amount is proportioned among the tax classifications. The personal property tax cut of the annual budget is then divided by the total evaluation of personal property . . . and the tax rate is thus established. Simple? —sure! . . . Let's try the same formula for a fishing boat. Just take your cost —add the desired profit—divide by the tons of your catch and we're sure the cannery will be glad to pay you that price for your fish . . . provided you throw in the boat!

HOW DO THEY ARRIVE AT THE DOLLAR EVALUATION?

Arriving at the dollar evaluation of a fishing boat seems to be a mystic affair. Any system seems worth a try. You can flip a coin—take the number from a theater stub—or use the tax assessor's system . . . which seems to be a less definite procedure. It works something like this. . . First the tax man determines the value of your boat. How? Well, it seems he is an expert on fishing boats . . . that's why he's in the tax department. Then he arrives at a figure which is the 'absolute dollar value' which is the forced sale price. It is the price you would probably get on a note foreclosure . . . according to the expert. Then a percentage of that figure is used, and you have the tax evaluation of the vessel! Now doesn't the theater stub system seem simpler?

HOW ABOUT THE FREIGHTER AND PASSENGER VESSEL?

The tax system is much simpler for the freight carrier and the passenger ship. They are exempted from paying personal property tax. No budget, no expenditures totals, no divisions, no evaluations. . . . Just nothing.

SAN DIEGO WORST OFFENDER

Examination of records reveals that the tax assessor hasn't singled out the fleet, alone, for his attention. Such items as bank vault doors (since they can be removed and taken to another location) are included in his list of personal property. This takes the door out of the real property evaluation and places it into the personal property classification, which has a higher rate. In former years (See Tuna Association Queries Bate — this issue of TUNAMAG) the San Diego Harbor Department was allocated $150,000 annually —from all tax monies—to add to its tidelands income, which are now lower, in order to maintain and improve the facilities. However, this year the department received—exactly nothing. On a clear day it is possible to see through the stacks of lumber piled high on San Diego's Embarcadero and observe some fishing vessels berthed in spots not needed by cargo carriers. But then—everyone has his advantages . . . only the fishing boats have the opportunity to pay the personal property tax!

George Eres Reporting—

from SAN PEDRO

Commercial Fish Week

With four whereases and a therefore, Mayor Fletcher Bowron, Los Angeles' cherubic-looking first citizen, early last month (June) proclaimed June 7-13 Commercial Fish Week. The whereases (furnished by Jim Bishop & Associates, hired by the California Fish Canners Association to put the industry's best foot forward) solemnly declared:

(1) Los Angeles harbor is the largest single-port fishing center in the United States—1947 take, 445,000,000 pounds, of which 98 per cent was canned;

(2) The industry at the harbor produced 75 per cent of the 90 trillion units of Vitamin A and 70 million units of Vitamin D produced in the U. S. last year;

(3) produced one-half the nation's output of fish meal;

(4) the port's 19 canneries give;
- (a) jobs to 4800 cannery workers (at peak)
- (b) work to 5000 commercial fishermen
- (c) indirect support for more than 60,000 persons

(5) represents a capital investment of $105,000,000 with annual federal and state tax payments of $1,500,000. (To publicize this industry the California Fish Canners Association, to which most of the port's canners belong, voted $15,000.) Mayors of other port towns like Long Beach and Newport issued proclamations similar to Mayor Bowron's. Mayors of San Francisco and San Diego (just getting over an official "Tuna Day") did not issue the ukase. Nor did Governor Earl Warren, or President Truman. Both were asked.

Doc's Bite

Los Angeles Daily News Columnist Matt Weinstock interviewing Rinaldo (Doc) Puccinelli as a Commercial Fish Week feature quoted the managing director of Pan-Pacific Fisheries on the rambunctious Sportsmen's-backed initiative to ban seiners from Point San Simeon to the Mexican line as a means of halting depletion: "Why is it," Doc asked, "one sport fisherman will catch a sackful and no one else on the boat will get a bite?"

Sportsmen vs. Seinermen

By mid-June is had looked doubtful to some that the initiative to ban net fishermen would get the required 200,000 plus names to qualify for the November ballot.

In May Executive Secretary "Virg" Nover of the Southern Council of Conservation clubs in Los Angeles was telling his Salt Water Committee and Board of Directors (May 17, 1948): "Most clubs were appalled at the lack of support which so far has been given the measure by Southern California counties."

Sportsmen to Push the Petition

1. transferred $5000 from regular bank accounts to the Petition Fund;
2. hired a full-time press agent;
3. hired professional solicitors at 7½ cents a name;
4. sent out an appeal for $100 from each club to finance the program.

Sportsman Charles Davis at the membership meeting (May 26) reported two members had been threatened with bodily harm. The organization offered $5000 reward for arrest and conviction of the threateners.

Snorted Manager George Webb, of the Fishermen's Cooperative Association, San Pedro purse seine operators' group: "Publicity. No seiner-man would stoop to threatening a petition backer."

"Bullets & Hooks"

"Angling circles were somewhat surprised at the move by the reduction plant operators (requesting curbing regulations on sardine-taking) since they have denied for some time that over-fishing was to blame for the gradual disappearance of sardine schools in Southern California coastal waters.

"Anglers also are aware of the opinion that the initiative measure now being circulated has been instrumental in forcing operators to request these curbs on their activities . . . " Actually, no sardine reducer admitted overfishing as the cause of the past two seasons' sardine scarcity. Sum of their findings: there's no information on which to account for failure of the sardine seasons.

Most canners and reducers readily admit that conservation is a good thing. They object however to a law by initiative which makes it difficult to change in changed conditions. But "Bullets & Hooks" appeared correct when it said the initiative was instrumental in making canners and reducers take voluntary conservation measures.

By mid-June the Sardine Advisory committee to the State Fish & Game commission was considering steps to implement the following program:

1. set a five-day fishing week;
2. limit size of sardines to be caught to eight inches with a 25 per cent tolerance by weight (Size-limitation last season: 75 per cent of the load, seven inches or larger);
3. limit reduction to 100,000 tons annually with permit pooling permitted with State F & G okay;
4. each commercial packer to put up $5000 cash bond to be forfeited for any violation;
5. shorten the existing sardine season by one month. In the north it would end January 15, in the San Pedro area February 1. No special purpose fishing, as for specialty packs, to be permitted between seasons.

The advisory committee also moved to broaden the scope of its activity by including in its title the word "mackerel"—recognizing last season's day-by-day sardine report: "boats went out for sardines but returned with mackerel."

Albacore Exploration

Fourteen days late, the F & G research ship N. B. Scofield June 13 sailed north from San Pedro in search of the mysterious albacore, worth $2,250,000 to packers last season. Under Skipper Lars J. Weseth, veteran F & G captain, the Scofield headed toward Washington, working off-shore.

Marine research is under Harry Godsil, aquatic biologist of the Terminal Island office of the Bureau of Marine Research, who summed up purpose of the trip: "to discover from what regions the albacore come and where they may be found when not present in the inshore surface waters. The ultimate goal is to learn the whereabouts of the fish throughout the entire year." For the first time on this coast, Godsil planned to use drift gill nets to explore subsurface waters.

(Continued on Page 18)

Sheddo Russo Reporting - -

from MONTEREY

SARDINES RETURN TO MONTEREY BAY

Large schools of sardines were located in Monterey Bay . . . in the vicinity of Moss Landing about May 15th. From that time, until June 1st, about 1500 tons were caught, and during the first week of June approximately the same amount of tons were landed. The sardines were of a good quality, ranging from seven to twelve inches. Thirty-five seiners and about forty small lampara and half-ring boats were used. Fourteen canneries have been packing the sardines in the 8 oz. oblong cans, known as "summer pack." This is the first time since 1945 that large sardine schools have been found in Monterey Bay. The fishermen are on limits from seven tons for the small boats to thirty tons for the large ones. They are paid at the prevailing price of $75.00 per ton.

OXNARD CANNERY BUYS SCOUT BOAT

The former Navy Crash boat, "Red Rooster" which was stationed in Monterey during 1945-46, and once towed the seiner, "New Limited" to safety when it broke loose from its mooring, has been purchased by the Oxnard Canning Company of Monterey, it was announced by S. A. Ferrante, President.

The 85 foot boat was piloted to Monterey from San Francisco by Sal Ferrante who is skipper and owner of the seiner, "Rosana." The cannery plans to convert the 1200 horsepower engines to diesel type and also to make the craft over for "work and pleasure" which will include scouting for sardines both for the Oxnard Cannery and in cooperation with the rest of the industry.

MONTEREY SKIPPER CONFINED TO HOSPITAL

Capt. Frank Cerrito of the Seiner, "Cerrito Bros." was confined to the Green-Eye Hospital in San Francisco because of a very serious eye infection. His condition is reported as being "very satisfactory." During his illness, Vincent Colletto who was on the General MacArthur at Costa Rica for the past several months and is now back to Monterey, has taken over Mr. Cerrito's duties as skipper for the "Cerrito Bros." This seiner is fishing sardines and anchovies for the California Packing Company.

EXPERIMENTAL CANNING OF SALMON PROGRESSING

The California Packing Corporation of Monterey is now in the process of canning salmon. The salmon is mostly hook and line caught in Monterey Bay, Point Reyes and Eureka. The Cal-Pak made first tentative experiments with small lots of salmon some weeks ago and are now going on a regular productive scale. They are also canning anchovies and sardines.

SEINER PAOLINA T GOES AGROUND OFF MOSS LANDING

During the heavy run of sardines off Moss Landing, the early part of June, the sardines were in large schools in very shallow water. Many of fishing boats took the chance of setting their net in four to five fathoms of water. Shortly after midnight, the seiner, Paolina T. of San Francisco set in a large school of fish and in the process of seining their net a westerly wind came up and fouled the webbing along the propeller. Upon seeing that they were close to shore and disabled, the skipper anchored and radioed for help. Before any of the boats could be of assistance, the anchor dragged and the boat was aground on the sand. Several of the boats tried to assist, but because of lack of proper equipment, salvage operations were unsuccessful. On the next big tide with the aid of a salvage tug, the boat was salvaged and immediately proceeded to dry-dock with minimum damage. The Paolina T. is owned by Mr. Mike Torrente of San Francisco.

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Chapman Believed to Bring

Fishing Treaty Between U.S. and Mexico Nearer

By JOHN DE BECK

William Flory, assistant chief of the division of international resources in the State Department, recently returned from Mexico City, said he and Walter Thurston, U. S. ambassador to Mexico, attempted in vain to set a new negotiation date. Mexico, he reported, "has not responded" to U. S. suggestions that a date be set for negotiations.

State Undersecretary Robert A. Lovett, who announced appointment of Dr. Wilbert M. Chapman as special assistant to tackle international problems affecting the American fishing industry, said one of Chapman's first jobs will be to speed U. S.-Mexican treaty negotiations to a climax.

Lovett said another of the tasks which will confront Chapman soon after taking over his $9975-a-year post will be an investigation of reports that the Japanese fishing industry is preparing to start large-scale duty-free importation of frozen tuna to this country. The Japanese move, if true, could cut in sharply on the American industry's domestic market.

Chapman, who since last fall has served as director of the school of fisheries at the University of Washington, will be a virtual "Czar" in the international fisheries field, Lovett said.

Chapman has had wide experience in the fisheries field. He is author of more than 80 publications dealing with the subject (TUNAMAG March 1948 "The Wealth of the Ocean" and June 1948 "A Sensible Sardine Management Policy") and from 1943 to 1947 was curator of fish at the California Academy of Science. In 1943 Chapman took leave from the post and joined the Board of Economic Warfare to supervise development of fisheries in the Pacific islands to provide food for American fighting men.

One of the best known boats in the Tuna Clipper fleet is the LUSITANIA, a Manuel Rosa craft. And a solid crew of happy fishermen insure the best possible results everywhere young skipper Alvin Rosa, son of Manuel, shove off for distant fishing grounds.

Here, left to right, are Dan Rodrigues, Vic Marine, Jasper Giacalone, Joseph Cunningham, Manuel Marshall, Lionel Rosa, Louis Ventura, Ed Silva, John Sebastian, Manuel Amaral and Joe J. Silva.

(Above) Competent Alvin Rosa is believed to be the youngest tuna clipper master in the fleet, but handles his ship like a veteran of decades.

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The N. F. I. - -

(Continued from Page 10)

trict of Columbia, Alaska, and Hawaii, and includes every phase of the commercial fishing industry in the owner-manager category. Although it has one General Manager, backed by vast experience and thorough knowledge of fisheries, N. F. I. is divided into six regions of the United States with eight directors being elected each year to serve each region. An Executive Committee is composed of some of the nation's largest, as well as some of the smallest fish handlers, and works in accord on all ideas presented. The Institute also has a Board of Directors which is chosen from members conversant with the industry's business in each region.

Information concerning all N. F. I. operations is issued from its Washington, D. C., office, and its field office in San Francisco. It is the ultimate ambition of the Institute to see the greatest majority of all fish handlers, dealers, freezers, packers, and processors, as well as boat owners' organizations, members of N. F. I.

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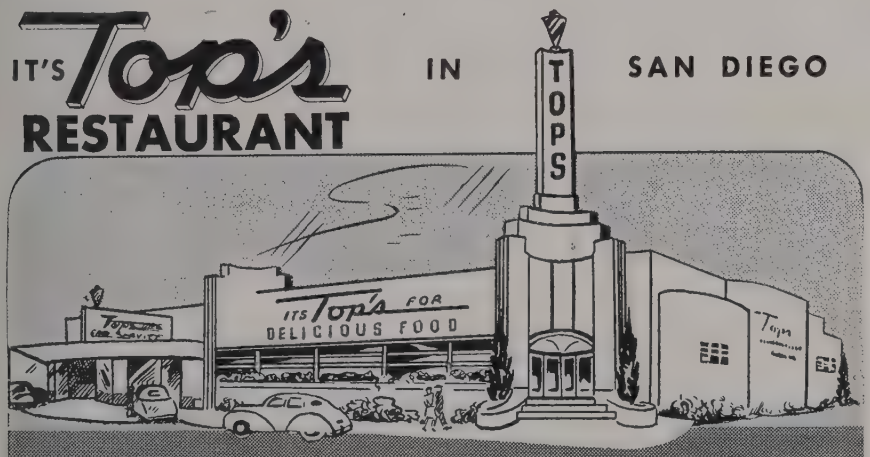

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San Pedro

(Continued from Page 12)

Present voyage of the Scofield marks resumption of plans interrupted by the war. First extensive albacore scouting voyage was made to Erben Bank in 1939 when the Scofield went due west from Southern California to a distance of approximately 800 miles off-shore and found albacore in fair abundance from 250 to 400 miles off this coast, according to Godsil.

"No fish were actually seen on Erben Bank," he reported. Running into bad weather, the Scofield put back to port. Exploration resumed in May 1941 with a trip to Guadalupe Island, but no albacore was sighted.

Albacore were found scattered between Southern California and British Columbia between August and September of 1941. Godsil reported that at that time there were two general regions of abundance: the neighborhood of San Luis Obispo to Monterey and from Newport, Oregon, to Cape Flattery.

Tagging along with Godsil on the voyage slated to end July 10 is George Harry, of the Oregon Fish Commission.

New Research Ship

As the Scofield put out of San Pedro, Richard Croker of San Francisco, chief of the F & G Bureau of Marine Research, announced another research vessel the surplus army supply ship F.S. 64 was in San Pedro for conversion. The 114-footer, powered by twin diesels, will be used for sardine research.

Mexico Fish Office

To succeed Frank Salcido as head of the Officina Mexican de Pesca in San Pedro, the Mexican government named Enriquez Luna Ibanez, former assistant to the chief Mexican government Fish Commission in San Diego. Salcido, for over two years, head of Mexican Fish Office at San Pedro (seven inspectors who check landings from Mexico to see no illegal species are brought back on U. S. boats) planned to enter private business in Lower California.

Capitol Fishery Post

Biggest news of the month in San Pedro was announcement that Dr. Wilbert M. Chapman, Director of the School of Fisheries, University of Washington, Seattle, Washington, had been appointed Special Assistant for Fisheries in the state department. The post was advocated by the Pacific Fisheries Conference which met some time back in San Francisco and charged Don Loker, of French Sardine Company, with heading a committee to talk the state department into creating the post.

San Pedro Canners

The new special assistant, winding up his job with the University admitted that his job was a "terrific problem," prepared to handle "hundreds of problems arising with other countries." Two of them will be:

1. conclusion of the long-pending Mexico-U. S. Fish treaty:

2. preparation for the U. S.-Japan peace treaty under which it appears possible that Japanese exporters will be competing with U. S. canners in the U. S. for sale of fish.

Chapman planned to visit San Pedro and San Diego, probably in the last two weeks in July.

He said he plans to devote most of his work to the tuna question.

Big $ Take

C. B. Tendick, fishery marketing specialist for the U. S. Fish and Wildlife office at San Pedro came forward with some figures to show the State's fishing industry did "all right" in 1947 despite bad sardine fishing.

He Reported:

Fishermen got more than $60,000,000 for the total catch of fish and shellfish as compared with about $45,000,000 in 1946. ("Southern California fishermen," he said, "got the major share of this income in both years.")

On basis of incomplete data, Tendick stated: "Fishermen received more than $40,000,000 for the 129,411 tons of tuna and tuna-like fish taken in 1947, while canners got over $80,000,000 for the pack of approximately 5,400,000 cases."

Ships and Call Letters

A Roster of the Tuna Clippers

For the convenience of the fishing fleet, an up-to-date roster of ships and call signals appears as a regular monthly feature of this magazine when space permits.

The magazine TUNA FISHERMAN will appreciate being advised of corrections, and of vessels and ownerships of which it had no record at the time of publication.

NAME OF VESSEL	OWNER OR LICENSEE	CALL LETTERS	DEL. TO
	A		
A. A. Ferrante	Frank Ferrante	ATXS	
Adriatic	Slovko Ivancic	WPLM	
Aleksander I	Mthie D. Carevich	WPKS	
Alert	Darrell D. Foreman	WXVP	
Alpheca	M. Machado Medina		NIO
America	Pedro C. Neves & Assoc.	WKEO	VCSF
America II	Geor. H. Knowton	KWNJ	
American eBauty	C. P. Ellington	WNRM	
American Boy	Joaquin Canas	AYYQ	VCSF
American Boy	Max Grbelja	WJLN	
American Clipper	Edward P. Silva	WLES	VCSF
American Girl	V. C. Sea Food Co. Inc.	ATDP	VCSF
American Lady	Ralph Madruga	ATLV	VCSF
Americano	Francisco P. Vaia	ATEA	VCSF
Amour Da Patria	Eric G. Danielson	WPNG	VCSF
Anna K	Allen E. Humphrey	WOYD	SDP
Anna M	William Magellan	KEDL	VCSF
Anthony M	A. Misetich	WMGH	FS
Ardito	Frank Sollazzo	AUFU	
Astorian	Olaf Johnson	ATYG	VCSF
Atlantic	Atlantic Oper. Co.	KGMP	WCP
Ozoreana	Edward S. Varley	WPOK	VCSF
Aztec	J. S. Basinger	KEMW	VCSF
	B		
Balboa	Julius Zolezzi	WCWR	SHP
Belle of Portugal	Manuel Rosa	WOLU	VCSF
Benita	Matt Ghio	WOPR	PP
Bernadette	Frank Medina	AUTA	WSP
Betsy Ross	Peter Cekalovich	WPJN	
Betty B	Floyd H. Bay	KWQQ	
Blue Fin	Kenneth Denton	KGCR	
Blue Sky	Nick Karuzo	WORX	

(Continued on Page 19)

CODE LETTERS	COMPANY NAME
C. F.	Coast Fishing Co.
C.M.C.P.	Calif. Marine Curing & Packing Co.
F.I.P.	Franco-Italian Packing Co.
F.S.	French Sardine Company
H.S.T.P.	High Seas Tuna Packing Co.
N.I.O.	Not in Operation
P.P.	People's Packing Co.
P.P.F.	Pan-Pacific Fisheries
S.C.F.	So. California Fish Corp.
S.D.P.	San Diego Packing Co.
S.H.P.	Sun Harbor Packing Co.
S.P.C.	Southern Pacific Canning Co.
T.I.S.F.	Terminal Island Sea Food Co.
V.C.S.F.	Van Camp Sea Food Co., Inc.
W.C.P.	West Coast Packing Corp.
W.S.P.	Westgate Sea Products Co.

Ships & Call Letters

(Continued from Page 18)

Bond—Paul Ames ..... VCSF
Bonito—State Fish & Game Patrol ..... WPQN
Brant—U.S. Dept. of Int Fish & Wildlife WTDB
Buccaneer—Alex Lapov ..... KDBP

C

Cal—George Campbell ..... WPLC VCSF
C. R. Martinolich—F. Marinvocich ..... PPF
California II—French Sardine Co. ..... WFAL FS
Calistar—G. H. Clark ..... AUAY TISF
Cape Horn—Thos. H. Cooper ..... WPRN SDP
Carol Ann—Tom Hughes & J. Sullivan KHUD SDP
Carol Jo Ann—Angiene Bregante ..... WGVY
Cavalieri—Marko Pesusich ..... WOSM
Cesare Augusto—Lawrence Zuanich ..... WNWT
Charlene—Dr. O. H. Warner ..... ATCI
Chicken of the Sea—Harold E. Morgan AUAE VCSF
City of Ovalon—So. Calif. Fish Corp. WPUH
City of Los Angeles—John Gargas ..... ATKH
City of Naples—Frank Buono ..... WNRD SDP
City of Naples II (Seine)—Frank Amalfitano ..... AUJO
City of San Diego—Campbell Machine Co. ..... WKEL SCFC
City of San Francisco—Nick Cola & Francis Cresci ..... WLFE SHP
City of San Pedro—Sam Mirkovich ..... ATID SCF
City of Stockton—Tom Mason ..... ATHI
Clara Marie—Tony Balestriere ..... ATKX SHP
Clermont—V. C. Sea Food ..... WDLN VCSF
Columbus—August da Silva ..... WFES VCSF
Commander—Al Davies ..... AYWU SDP
Commodore—Louie Vattuone ..... AYSU SDP
Conte Bianco—Stephen Massa ..... WKFT SHP
Conte Di Savoia—Fr. Sardine Tender Andrew Castagnola ..... AZOJ WSP
Corsair—H. Morgan & Sons ..... KSYA VCSF
Costa Rica II—Steve & Joe Gargas ..... WOLI
Costa Rica—Westgate Sea Prod. ..... KPCJ WSP
Courageous—Lewis L. Livesley ..... ATXA HSTP & FS
Courageous (Seine)—Andrew A. Kuljis ATGU PPF
Crane—Fish & Wildlife Service ..... WTDC

D

Daiho— ..... KDKW VCSF
Dante Alighieri—John Yelusich ..... WPJD
Dauntless—Louis Ursich ..... WOUI
Defense—John Zorotovich ..... KEBJ
Defiance—Ted Sucich ..... SCF
Dolores M—Nicholas L. Mezzin ..... ATEW
Del Rio—R. Katnich ..... WOXR
Democracy—Anton Kursar ..... WFKP
Dependable—Mary Alioto ..... WNNP SHP
Destiny— ..... WORP
Discovery—Nick Ursich ..... WOVA TISF
Dominator—A. Davies ..... ATTU SHP
Dorothy Lee—Frank Medina ..... KEBG WSP

E

Eider—Fish & Wildlife Service ..... WTDD
El Capitan—Kelco Co. ..... KEBN
El Commodore— ..... WOUT
Electra—Dan Battaglia ..... KDHN SHP
El Padre—Carlo Sima ..... WPJM SCF
Elwood—Kelco Co. ..... WPLG
Emma R. S.—Guy Silva ..... WGDR SDP
Endeavor—W. Wade Ambrose ..... WSP
Endeavor (Seine)—Joe Randazzo ..... AUKB
Erm Too—John W. Norek, Jr. ..... WTXC
E. S. Lucido—Nino Lucido ..... AUAG SCF
Esperia— ..... WNRO
Espirito Santo—Joe Alves ..... ATZV VCSF
Excellent—Ante Jurlin ..... WOUY

F

Felice—E. W. Blocker ..... WPMD VCSF
Felicia II—M. La Grande ..... AWCX
Fisher Lassie— ..... ATGV
Flamingo— ..... ATSY
Flamingo—Klement Lapox ..... WOED
Fleetwood—Arthur B. McCollum ..... WMXA
Fleetwood—John Evich ..... KPDY
Frances—Louie Lichter ..... HPJC
Frances Marie—Frank M. Perry ..... AXXK HSTP

G

Galapagos—Pac. Motor Vessels ..... KGQH SDP
Gallant—Andrew Vilicich ..... WPRR PPF
General MacArthur—Vincent A. Cardinelli ..... KGSU
Genevieve H II—Roy Hugev ..... WEAK HSTP
Glory of the Seas—Jose F. Silva ..... WKEV SHP
G. Marconi—John B. Giacalone ..... AUNO
Golden Gate (Seine)—Jack Borcich ..... KDZZ
Golden Gate—Pete Szalinski ..... WOLV VCSF

H

Hawk II— ..... KAGP
Harmony—Joseph Bogdanovich ..... WOBX FS
Heroic—M. O. Medina ..... AYFB HSTP
High Seas—M. O. Medina ..... NIO
Home—Nick Hardesich ..... KECY

I

Intrepid—Dr. George Budd ..... PP
Invader—Nels K. Anderson ..... AUDJ
Invader—J. Vattuone ..... SDP

J

Jackie Sue—Christian Gaspar ..... WOUJ TISF
Jenita—Victor F. Buono ..... AXuR SDP
Jimmie Boy—Robert J. King ..... HSTP
Jimmy Boy—National Iron Works ..... AUTH FS
Joan of Arc—Manuel G. Balelo ..... AUBK FS
Johnnie Boy (236162) ..... WMMF
Johnnie Boy (229414)—Terminal Is. Sea Foods, Ltd. ..... WNML
Jonnie Boy—Paul Fiamango ..... WOWF
Johnie Boy (230278)— ..... WPSL
Juanita—Costa Rica ..... VCSF
Julia B—Alfred Santos ..... PP

K

Kathryn—High Seas Tuna Packing Co. WFSP HSTP
Katie Lou—Peoples' Fish Enterprises ..... AYRU PP
Kitty Hawk—Harry Ogilvie ..... AVWF SPC

L

La Belle—Archie White & Jim Eppick ..... ATQT VCSF
La Playa—Erline Perreira ..... AUEB TISF
Liberator (Seine)—Paul Biazevich ..... ATDQ
Liberator—Jos. & Geo. Soares ..... ATNJ
Liberty (Seine)—Liberty Co. ..... WTSD
Liberty—Edward Madruga ..... WPRQ PS
Liberty Bell—Frank Gonsalves, Jr. ..... ATIP HSTP
Liberty Bell (Seine)—Samuel A. Carr WORQ
Lil Evelyn—Joe Mello ..... AVBT
Limited—Dominick De Maria ..... AWXH
Lina B.—Andrew Vidovich ..... WNKZ
Linda Jo—Rudi F. Kettler ..... ATEV SCF
Linde—Arno Bros. ..... WEVP
Locust— ..... WPUN
Lone Wolf—John B. Zolezzi ..... WPMN SHP
Long Island—Andrew Rafkin, Jr. ..... WPMI PPF
Lucky Star—Philip Cracchiolo ..... WPKD
Lucky Star—Manuel Freitas ..... PP
Lucy Elena—Wm. H. Schmidt ..... KTSK PP
Lou Jean—Luigi Guidi, Sr. ..... AVMI SHP
Lusitania—Manuual G. Rosa & Lawrence Oliver ..... KGWN VCSF

M

Madeirense—Manuel F. Correia ..... VCSF
Magellan—Capt. Frank Chase ..... WLEH FIP
Magnolia—D. A. McPherson ..... KDGV VCSF
Marauder—Peterson Boatbuilding Co. ..... AUCU
Marauder—C. J. Gilson ..... AUTN
Maria—Joseph Riera ..... WDLO
Marico—Newell Morris ..... WDEZ SDP
Marie Joan—Tony Zangaro ..... WPOS
Marie Louise—Steve Zolezzi ..... WOXU SHP
Marsha Ann—Jack Borcich ..... PPF
Mary Ann—Peter Asaro ..... AZRI
Mary Barbara—Dave Bell ..... PP
Mary Lou—Serafine Parmigiani ..... PP
Mauritania—Maurice Cardozo ..... AWZL FS
Mayflower—J. O. Medina ..... AVKB HSTP
Milady—Walter D. Herder ..... AUZJ
Milwaukee—Robt. H. & Steward C. Heigold ..... VCSF
Miss America—Hodgson-Green-Haldeman ..... CMCP
Monarch—Salvador M. Lucas ..... KSQR SCF
Morning Star—A. Zolezzi ..... KAOF WSP

N

Nancy Hanks—Hanks Fishing Corp. ..... WCRT
Navigator—Joaquin Qualin ..... HSTP
New Ambassador—C. B. Hackney & R. L. Deskin ..... WPND TISF
New Bol—Tony Devlahovich ..... WPVV
New Comer—G. W. Kell ..... ATGQ
New Conte Di Savoia—Tony Russo ..... WNUY
New Limited—Salvatore Melicia ..... WPRM
New Sea Rover—Vince Simich ..... SCF
Normandie—M. O. Medina ..... WNPB HSTP
North America—Agostino Ghio ..... KDZD VCSF
North American—Sverre Jangaard ..... ATFM VCSF
North Cape—George Fiamengo ..... WOSN PPF
North Star—Olav Valderhaug ..... WPNH
Northern Light—J. A. Foster & W. A. Hoss ..... WPMY SHP
Notre Dame—John G. Cordosa ..... ATYD FS
Nyna Rose—Mario Bregante ..... AVJB
Nyna Rose II—Gaetano Scotti ..... KYDG

O

Oakland—George Felando ..... WOUV
Oceana—Marina Bagalini ..... WDJW VCSF
Oceania—Steve Trutanich ..... WPJA
Ohio III—Sea Food Enterprises ..... WCPR
Old Timer—C. Sugluizzo ..... AUCQ
Olympia—Joe Silveira ..... WOPS
Olympic—John H. Thomsen ..... WEEu SDP
Onward—C. A. Cook ..... AUDG SDP

P

Pacific Star—Sam Lonero ..... KASR
Pacific Queen—Tom 'Carniglia ..... WPUS VCSF
Pan Pacific—Andrew Kuljis ..... PPF
Paramount—Joe Madruga ..... AXTU HSTP & FS
Patria—Manuel M. Medina ..... KGMQ WSP
Patriotic—John Ryono ..... WFIY
Pez Espada—Harry M. Brown ..... WPWI
Phyllis—Joe Aliotti ..... WCVM

(Continued on Page 21)

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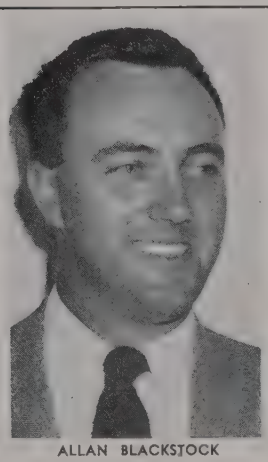

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Ships & Call Letters

(Continued from Page 19)

Picaroto—Manuel Rosa	WOLT	VCSF
Pioneer—Marion Jancich	ATVK	
Portuguesa—Victor G. Rosa	ATRA	VCSF
Princess Pat—Otto C. Giessig	ATYU	SHP
Progress—Andrew Tomicich	WCKD	
Q		
Queen Mary—Joe Medina Enterprises	WNIE	SHP
Queen Victoria—Joe Medina Enterprises	WOEX	WSP
R		
Rajo—Newell Morris	KGWU	SDP
Ranger—Ranger Seafood Co.	WPKZ	SDP
Ranger (Seine)—Sea Food Factors	WDHE	
Reliable—James Taranto	WEYL	
Renown—Bob Alcott		CMCP
Richness—Pasquale Bengasino	WEVK	
Ronnie M.—Anton Misetich	ATEJ	
Rose—People's Fish Enterprises	KPLS	PP
Rose Anne—Tony Tarantino	AVGE	SHP
Rose Marie—W. Wade Ambrose	WDVP	WSP
Ruthie B—Melvin H. Wilson & Wm. H. Black	KSIC	HSTP
S		
St. Anthony—Frank Alioto	WOKS	WSP
St. Ann of the Sunset—Mary Lucido Harder	ATXL	
St. Augustine—Ralph Galante	WORV	
St. Augustine II—Tony Esposito	KAEK	
St. George—Joe Balestreri		SHP
St. James—John Ruzich	KAHF	
St. Joaquin—Robt. H. & Stewart Heigold		
St. Joseph (229615)—Steve Trutanich	WOTQ	
St. Joseph—W. Wade Ambrose	AYDD	WSP
St. Louis—Pasquale Di-Leva	WNRP	
St. Mary—Louis Massa	WNDA	PP
San Antonio IV—Gennaro Di Leva	AUJN	
San Francisco—Vince Fiamengo	KPBE	PPF
San Giuseppe—Nicholas Vlastelica	WOUW	
San Pedro Boy—Nick Radovcich	WOTR	PPF
Santa Anna—Giuseppe Lucido	ATHA	
Santa Barbara—Sun Harbor Packing	AURK	SHP
Santa Helena—A. Jamberlin-Van Camp		VCSF
Santa Lucia—Louis Di Meglio	WMPJ	
Santa Maria—Antonio Di Bernardo	WPRX	
Santa Margarita—Manuel Gonsalves	WFEM	FIP
Santa Rosalia—Burti Petrich	WPXR	
Sao Joao—Janous Marks	WFEL	SHP
Sea Boy (Seine)—Marco Lucido	ATFD	
Sea Boy—Franco Italian Packing Co.	WDFK	FIP
Sea Breeze—Eugene Banich	WOTP	
Sea Farer—Alvin T. Davies		SDP
Sea Giant—T. W. Stevens	WPYJ	
Sea Hawk—Coast Fishing Co.	KECL	CF
Sea Hound—Joaquin Pedro	AUCL	VCSF
Sea King—Vitto Alioto	AUEK	SDP
Sea Lion—Manuel Serpia	KPBS	HSTP
Sea Maid—Caspare Maiorana	WERZ	
Sea Pirate—	WTOI	
Sea Pride—Andrew Tipich	WOUZ	
Sea Ranger—George P. Lang	AUPA	
Sea Rider—Matt Dragich	WPKW	
Sea Rover—Nick Vlastelica		SCF
Sea Scout—Pete Dragich, Jr.	ATWA	
Sea Spray—Pete Skarponi	ATGA	
Sea Star—Giozanni Aliotti	WTSJ	
Sea Tern—	WBES	
Sea Traveler—Joseph V. Crivello	ATFW	
Sea Wolfe (Seine)—	ATFE	
Sea Wolf—Manuel A. Chagas	ATLU	CF
Senorita—		
Seven Seas—Elmer Duzich	ATMJ	
S. G. Giuseppe—Antonio D'Ambria	WNRQ	
Shasta—Jack Canepa		SHP
Sharon Gale—Coast Fishing Co.	AUMJ	CF
Stella—	WPZK	
Solano—Ray Carnohan	WDLY	VCSF
South Coast—Dan Marks		SCF
Southern Bell—Southern Calif. Fish Corp.	WDLI	
Southern Cross—Coast Fishing Co.	WBFW	CF
South Land—Calif. Marine Curing & Packing	AYTH	CMCP
South Seas—Vincent Gann		FS
Sparton—Sam Braco	KDYE	
Sport Fisher II—Milton A. Pellegrini	AURZ	
Sportsman—	KEKS	
S. Restituta II—L. A. Esposito	WODB	
Starkist—	AUKN	
Star of San Pedro—Peter V. Martin	WOVF	
Star of the Sea—M. O. Medina	KGRX	HSTP
Star Angler—	WOTW	
Star of Monterey—John Russo	WTNV	
Standard II—Andrew J. Mardesich	WDGM	
Sterling—Wards Cove Packing Co.	WLFB	
Stranger—John Sestich	WOTS	
Sun Crest—Allen E. Humphrey	WFFC	SDP
Sun Dial—Fred Brown	AUGQ	SHP
Sun Dora—Antonio Oliveira		SHP
Sun Europa—Sam Crivello	AUBA	SHP
Sun Glow—Anthony Madruga		SHP
Sun Harbor—Sun Harbor Packing Co.	WPOF	SHP
Sun Hawk—George Alameda	AUUO	SHP
Sun Hilarita—Virgilio Da Paixao, Jr.	AYFL	SHP
Sun Jacket—Donald Lee Byrd	KALA	SHP
Sun Jewel—Wm. O. Jones	KPOJ	WSP
Sun Light—Nick Damato	WNYU	
Sun Maid—Frank Sanfilippo	WCGR	SHP
Sun Pacific—Antonio Tavares		SHP
Sun Padre—Cosimo A. Cutri	AVWT	SHP
Sun Queen—Manuel Drummond	AXFK	SHP
Sunrise Ranger—Vincent Marinkovich	WDMX	
Sun Ray—Sun Harbor Packing	AUKN	SHP
Sunset (Seine)—Anthony Bozanich	WNFJ	
Sunset—A. Bregante & Assoc.	AZKF	VCSF
Sun Streak—Sun Harbor Packing Co.	ATHG	SHP
Sun Traveler—Ralph McCabe	WXRR	SHP
Sun Valley—Sun Harbor Packing Co.	WDSX	SHP
T		
Tiger Shark—Roy D. Crippen	AUAN	
Treasure Island—August Felando	WTSL	
Two Nancies—Guiseppe Fiore	AWTA	
Tuna Fin—R. C. Sabins	AVRH	
U		
United Victory—Arthur De Fever	ATLF	HSTP
V		
Vagabond—Mariano Torrente	ATMB	
Varuna—Lawrence A. Barr	WOBQ	
Van Tuna—Manuel Silva	WONT	VCSF
Venetian—Steve Stagnaro	WPLP	VCSF
Venture—C. H. Ewing	AUTL	
Venus—John A. Mardesich	WOXH	
Victoria—W. Wade Ambrose	ARUN	WSP
Victoria II—Ola L. Marvik	ATZT	
Victory—Dr. O. H. Warner	KPCC	HSTP
Viking—Frank Brenha, Jr.		Being Built
Vindicator—Pete Martin	WDFH	SCF
Virginia II—Mathew Bodul	WPRT	
Vittoria (2340103)—Antonio F. Exposito	WPMH	
Vittoria (235490)—John Zankich	WMJK	
Volga Boatman—Matt M. Fiamengo	WDRX	
W		
W. F. Wood—	WOZE	
Wave Crest—Southern Calif. Fish Corp.		SCF
West Coast—Angelo Castagnola	AUXK	PP
Western Clipper—John Kordich	WCNP	
Westgate—Frank Giacalone	WOXY	WSP
Western Flyer—Anthony J. Berry	WPTO	
Western Pilot—Joe Dragich	WHFL	
West Point—Carl Hanken	AZWY	VCSF
Western Pride—John Mezich	WLEI	
Western Spirit—Tony Oreb	WOUX	
Western Star—Anthony Gradis	WDRZ	
White Rose—Luke A. Alafetich	WOUU	
White Star—Van Camp Sea Food Co. Inc.	AUWQ	VCSF
Wilmar—C. W. Packard	WFIX	
Y		
Yankee Clipper—Jack Kaseroff	WPNC	
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Zephyr—George Rosin	WTQA	

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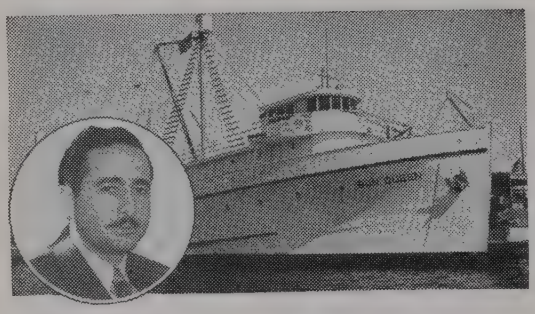

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It is misleading to merely state that fish oil is "biologically tested" or "potent." Even water could be biologically tested — but no vitamin D would be found. If a fish oil is biologically tested, its vitamin A and D content should be guaranteed in UNITS PER GRAM, or any specific weight.

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OLIVER'S Brand Fish Meal

The importance of fish meal in poultry feeding has greatly increased since 1916. Government investigation and private practice have proved without a doubt that the proteins and minerals contained in a high class fish meal are equal, or superior, to those of meat scrap. This does not mean meat scrap is of no value. Instead, a balance of meat scrap and fish meal is most desirable in today's modern manner of feeding.

Drying is a tremendously important step in the process of manufacturing fish meal. There are two distinct popular methods of drying, namely, (a) Flame drying, employed by most canneries, handles the fish quite rapidly (30 minutes). This method applies a direct flame to the meal and unless carefully watched will tend to scorch, or even burn, the nutritive factors from the meal. (b) Vacuum system, recognized by most authorities, including Government, is considered the best way to dry. Here you have a low heat, no flame touching the meal and a process requiring from three to six hours to complete. (OLIVER BRAND FISH MEAL is always dried by the vacuum system.) After drying, the material is thoroughly cooled before sacking, is put up in branded bags, and is guaranteed against becoming lumpy or mouldy.

The nutritional values of OLIVER BRAND FISH MEAL are retained since it is vacuum dried. Periodic chemical tests are made on OLIVER BRAND FISH MEAL, and these tests indicate a consistently high protein content.

These two highly DEPENDABLE PRODUCTS are essential in the manufacture of BETTER Poultry Feeds assuring healthy Fowl.

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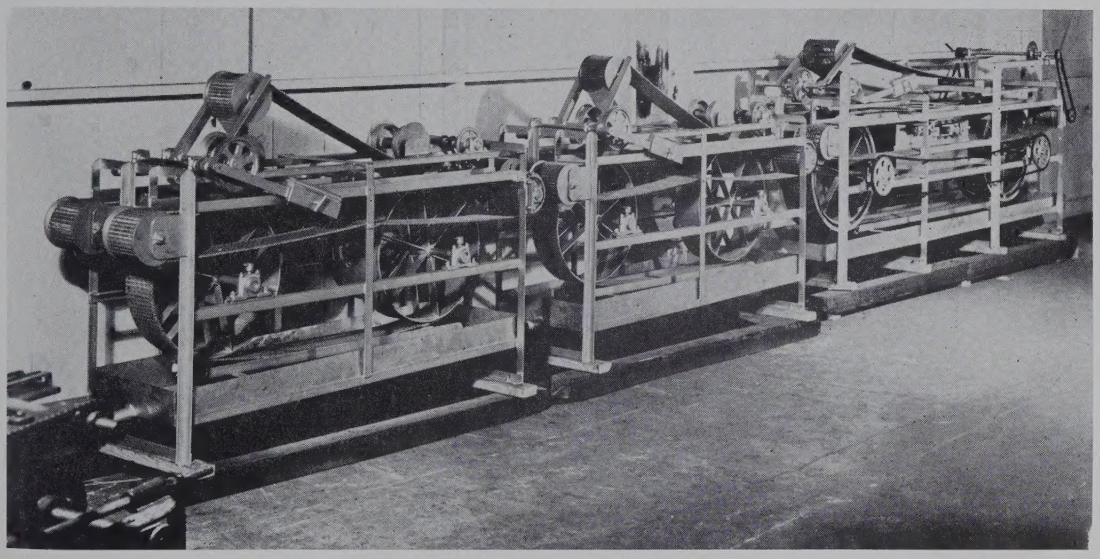
San Diego, California

UNIVERSAL FLAT CAN DRAINER



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A specially designed sardine drainer manufactured for any type can or capacity, to your requirements.

Recovery of by-products assures additional source of revenue and cuts down production costs. An average of 30 to 35 ounces of oil can be recovered per case by draining after the pre cook. Efficient draining of the filled cans before saucing actually improves the quality of the pack.

Drainers for 1 pound talls or ovals of simple construction and efficient operation quickly and easily installed in any line.

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These money saving machines are also now in operation in Iceland, Peru, South Africa and Venezuela.

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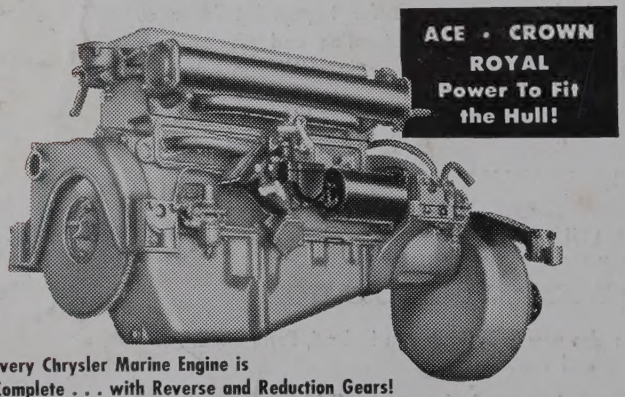

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